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THE JUTLAND RIDDLE.

WHY THE REPORT IS DELAYED.

The *Daily Mail* states that the protracted delay in the publication of the official account of the battle of Jutland is due to a fatal difference between Lord Beatty and Lord Jellicoe as to the positions and movements of the two fleets and the various squadrons engaged.

On this point Lord Beatty is not prepared to give way, while Lord Jellicoe is equally unyielding.

Lord Jellicoe's diagrams and statements have already been criticised, notably by Commander Jellicoe, M.P., in his book, "The Battle of Jutland," where he points out that the enemy at which the British battleship *Marlborough* fired is variously shown by Lord Jellicoe as being 11,400, 12,000, and 13,000 yards from the *Marlborough*. Other and more important discrepancies are mentioned.

The despatches published after the battle did not disclose many of the most important facts. Among them are the following: 1. That Lord Jellicoe with the battle-fleet deployed away from the enemy, instead of towards the Germans, thereby losing the opportunity of delivering a crushing attack, when, as a British officer has stated, the Germans began to shoot wildly; "we watched with interest the splashes of the shells falling a mile or more from their intended target."

THE BEATTY SIGNAL.

2. That Lord Jellicoe, with the battle-fleet turned a second time away from the enemy, about 7.15 p.m. (May 3, 1916), when the Beatty with his ships steered towards the enemy, and at 7.32 p.m. signalled to the battle-fleet to follow him and surround or annihilate the enemy. No action was taken on this signal, and when at 8.10 the van of the battle-fleet received permission to follow Beatty, he had passed out of sight and the opportunity was lost.

3. That Lord Jellicoe at 9 p.m. turned once more away from the Germans, who were then going west, and steamed south. These movements away from the enemy were first disclosed by Lord Jellicoe in his book, "The Grand Fleet," but that work made no mention of the famous signal by Earl Beatty, though Admiral Henderson had referred to it in the *Daily Mail*, which has published it repeatedly.

The country requires to be informed authoritatively why these movements were made, and how they were made, and whether there was justification for them; how exactly a British Commander-in-Chief allowed a fleet half the strength of his own force to escape when he had it at his mercy.

THE EMPIRE COMMERCIAL CONGRESS.

A notable feature of the proceedings at the Congress of Chambers of Commerce of the British Empire was the address delivered by Mr. John Darling, a London banker, in which he advocated a scheme for international trading with bills of exchange as a currency basis. Mr. Darling's view is that the Treasury is applying only half a cure in following the recommendations of the Cunliffe Committee, that is reducing deflation, while providing no gold relief. His proposal includes the establishment of an Empire Bank, with headquarters in London, one of its functions being the issue of cable transfers at par. The main object of the scheme would be to afford through the establishment of branches of the Bank of England throughout the Empire, with increased capital, the pound sterling would become the Empire's unit of value, except in Canada and India, where it would have a fixed parity. In a resolution submitted by the London Chamber of Commerce, and adopted by the Congress, the urgent necessity of establishing a network of high-power wireless stations throughout the Empire was emphasized.

The Birmingham Chamber of Commerce urged support of the movement, initiated at the beginning of 1913 by the Imperial Air Fleet Committee, for promoting the establishment of an Imperial air fleet and an all-Red route of aeroplanes and airships around the Empire.

The Congress passed a resolution favouring Imperial Preference.

ROAD CONSTRUCTION AT CANTON.

A GOVERNMENT PROPOSAL.

The Government of Kwangtung has formed a Public Highway Commission with Chen Tse-chen as the chief. So far, no large construction work is being planned because of lack of funds, says the *Canton Times*. It is understood that the Government may interest the citizens themselves in the several districts to build the highways, allowing syndicates to open the highways in return for special privileges to be given.

Among the proposals suggested are: (1) public organizations, private companies, or individuals in the several districts may undertake the construction of the proposed highway; (2) agreements will be entered into by the Government and the party interested in the building regarding the responsibility and the privilege to be enjoyed and carried by the people and the contractors concerned; (3) that the Government shall not interfere with the operation of the road building contractor, individual or company; (4) until the charter expires, the party having successfully built the highway shall be permitted to enjoy the income and other privileges attached to the road, so that, within a stated time, the Public Highway Department will control all public roads and make future improvement on them.

The Canton-Hankow Railroad, Kwangtung Section, is reorganizing its staff, and discharging some of the superfluous officers—many of whom are *Canton Times*. Mr. Tan Woon, the associate managing director of the railway, is now acting manager.

TRAVELLING FOR A BET.

A FINE OF \$100 IMPOSED.

Alexander Victor Argon was fined \$100 and ordered to pay the expenses incurred by the E. & A. Company at the Magistrate's, on Saturday, in connection with the case in which he was charged with being found on board the *Kanowna*, bound from Japan to Australia, without a ticket.

At the previous hearing, Argon told the Magistrate that his bet was due to a foolish bet he had made to travel without money. Mr. D. J. Lewis, solicitor, appeared at Saturday's hearing, and informed the Magistrate (Mr. G. N. Orme), that he had been instructed by Messrs. Mackinnon, Mackenzie & Co., the liner's agents, to prosecute in the case and to state that they took a serious view of it. The Ordinance under which the defendant was charged, also took a serious view, as it provided for a penalty of a fine of \$1,000, and in addition, without the option of a fine, sentence of nine months' imprisonment might also be inflicted. That Ordinance was framed in 1903, when conditions were vastly different to those obtaining now, with restrictions imposed by various Governments and Police Regulations.

Mr. Orme said that the Ordinance was framed with regard to offences connected with this Colony. The defendant in the present case was endeavouring to get through to Australia.

Mr. Lewis stated that if Argon had entered into Australia the ship would have been heavily fined, in view of the unsatisfactory nature of the defendant's passport, which was not valid when he left Japan. The ship would then also be subjected to considerable expense (his passage and food) in having to take the defendant back to Japan.

Replying to the Magistrate, Mr. Lewis said this was not an isolated instance, as they previously had a similar prosecution against a stowaway who had come from Australia.

Inspector Spear stated that he took defendant down to Mr. L. N. Leefe, of Messrs. Jardine, Matheson, who said that he was prepared to pay the fine, and also the defendant's passage to Australia.

Mr. Lewis said that he would like to draw attention to the fact that the Captain of the *Kanowna* was subjected to considerable inconvenience by having to turn from his course to pick up the St. Albans and transfer the defendant on to this boat. The defendant was brought to the Colony on this vessel.

Inspector Spear said that as far as he could understand the case, the defendant found himself without money and went on board the *Kanowna* to go to Australia, being under the impression that he would be able to obtain money from friends there.

Mr. Lewis said that possibly the defendant had some Chinese friends on board who supplied him with food. The fact that he gave himself up to the Captain, as he stated, did not make any difference to the fact that he did stow away.

The Magistrate said he would like to make sure that something had been arranged between Mr. Leefe and the Company to recompense the latter for the expense they had incurred for the defendant.

Mr. Lewis: I understand Mr. Leefe is disposed to assist the defendant, though to what extent I do not know.

His Worship: I fine the defendant \$100, or one month's hard labour. Mr. Ross will arrange with Mr. Leefe to pay any expense that has been incurred on the defendant's account.

SHANTUNG ISSUE.

NOT TO BE BROUGHT UP AT GENEVA.

The Asiatic News Agency learns that the Chinese Foreign Office has sent telegraphic instructions to Dr. Koo and Mr. Tang Tsai-li, the Chinese delegates to the League of Nations at Geneva, regarding the Shantung question. Owing to the existing international situation, China will not introduce the Shantung issue for resolution, but the Chinese delegates have been instructed to formally notify the executive council of the League that China reserves her right to bring this question up for adjustment at the next League conference.

Mr. Lin Chung-min, former Minister of Justice, who is now in Europe as the representative of the Chinese League of Nations Society, supports the Government on the ground that this decision seems to be the best especially in view of the absence of the United States from the League conference.

KIANGSU CHALLENGE TO PEKING ASSEMBLY DECIDES TO ELECT ITS CIVIL GOVERNOR.

According to the Asiatic News Agency correspondent at Nanking, there was a special session of the Provincial Assembly of Kiangsu on November 24th to discuss the bill introduced by Chang Fa-tsun with reference to the election of the Civil Governor of the province by the Assembly, instead of one being appointed by the Peking Government. The bill was unanimously passed, and a telegram was dispatched to the Chin Cabinet requesting that Mr. Wong Hu, the newly-appointed Civil Governor of Kiangsu (who is still in Peking) be ordered not to come to Nanking to assume his new duties, as the people of Kiangsu are going to elect their own Governor.

This is regarded as a challenge to the Peking Government, and it remains to be seen how Peking is going to enforce its wishes in the Kiangsu Assembly.

The Canton Fire Protective Association has decided to purchase modern fire-fighting apparatus and to engage from Shanghai an experienced Cantonese to train the Brigade.

SALE OF OLD POST OFFICE.

AMENDED CONDITIONS OF SALE.

The public auction of the old Post Office site takes place to-day. It is notified in the *Government Gazette*, that Clause 3 and 6 in the conditions of sale have been amended as follows—

Clause 3.—Immediately after the fall of the hammer the purchaser of the lot shall sign the Memorandum of Agreement, hereinafter contained, for completing the purchase according to these conditions. He shall, within three days of the day of the sale, pay into the Colonial Treasury the sum of \$250,000, and within six months of the day of sale the balance of the premium at which the lot shall have been purchased provided that interest at the rate of 7 per cent. per annum will be payable by the purchaser on any balance of the premium which may be outstanding at the end of three calendar months from the date of sale, such interest to be reckoned as accruing from the expiration of three months aforesaid; and provided further that if the whole premium is not paid on the expiration of six months from the date of sale, the purchaser will be held to have failed to comply with the conditions of the sale, and the provisions set out in paragraph 10 of these conditions will apply.

Clause 6.—The purchaser of the lot shall within eight months of the day of sale submit to the building authority plans for the erection of buildings on the lot, as required by Section 222 of the Public Health and Buildings Ordinance, 1903. He shall also build and finish, fit for occupation, before the expiration of thirty-six calendar months from the date of passing of the plans, in a good, substantial and workmanlike manner, one or more good and permanent non-domestic buildings upon some part of his lot with walls of stone or brick and lime-mortar and roof of tiles or such other materials as may be approved by the Director of Public Works, and in other respects in accordance with the provisions of all Ordinances, By-laws and Regulations relating to Buildings or Sanitation as shall or may at any time be in force in the Colony, and shall expend thereon a sum of not less than \$572,000 in rateable improvements. Provided that in the event of the plans not being passed within three months of the date of their submission, the aforesaid thirty-six months allowed for the completion of the building shall be reckoned as commencing on the expiration of three months from the date of submission of the plans.

PUBLIC AND GENERAL HOLIDAYS FOR 1921.

NEXT YEAR'S LIST.

The following Public and General Holidays will be observed as Government Holidays in 1921:—

Public Holiday.
Empire Day, Tuesday, 24th May.
GENERAL HOLIDAYS:
Saturday, 1st January.
Tuesday, 26th February.
Good Friday, 26th March.
Saturday, 28th March.
Easter Monday, 28th March.
Whit Monday, 10th May.
King's Birthday, Friday, 3rd June.
Monday, 1st August.
Monday, 10th October.
Friday, 11th November.
Monday, 28th December.
Tuesday, 27th December.
It is further notified that His Excellency the Governor in Council has appointed Friday, 11th November, 1921, to be observed as a General Holiday in substitution for the Monday which falls on or nearest to the ninth day of November.

COLONY'S FINANCES FOR AUGUST.

The Hongkong Treasury issues the following financial statement for the month of August, 1920:—
Balance of assets and liabilities on 31st July, 1920 \$5,683,293.23
Revenue from 1st to 31st Aug. 1920 1,067,960.24
\$7,081,243.47

Expenditure from 1st to 31st August, 1920 1,632,225.83
Balance \$5,449,017.65

A NEW EASTERN INDUSTRY.

The *Times of Malaya* (Ipoh) publishes a description of the plant of the newly formed Malayan China-clay and Pottery Company. Valuable beds of China-clay exist in Perak and the new company is working one on the Gopeng Consolidated property. Dr. W. R. Jones, a well-known geologist, is the Managing Director. The Kaitum beds at Gopeng are said to compare favourably with the best Cornish. At present the plant is experimental, but will produce 8,000 tons per annum. It will find a ready market in India, where kaolin is used for cotton goods, dressing and paper making. Later it is hoped to make glass cups.

A Public Health Department for Canton has been urged upon the Civil Administration in a lengthy memorandum by Dr. F. J. Lee, Acting Superintendent of Kung Yee Medical Institution. Among the things to which such a department ought to give early attention, he says, are the inspection of the health of the school children, the regulation of medical practitioners, the supervision of the sale of milk, the inspection of food supply, the introduction of pure drug measures, and others.

ROYAL HONGKONG YACHT CLUB.

RACING YACHTS CHAMPIONSHIP.

The First Championship Event for Racing Yachts was sailed off on Saturday, 27th November, 1920.

Results:—

HANDICAP CLASS.—Start at 2.30 p.m.

Yachts	H'cap on Course	Corrected Position	Points for Race
Diana	Scratch	4.19.14	2
Bolla	Scratch	4.19.02	1
Orion	Scratch	4.24.43	6
Dorothy	Scratch	4.24.14	3
Glady's	Scratch	4.21.39	4
Sonia	Scratch	4.23.53	5

ONE DESIGN CLASS.—Start at 2.35 p.m.

Yachts	H'cap on Course	Corrected Position	Points for Race
Daphne	Scratch	4.24.54	1
Ailsa	Scratch	4.24.33	2
Halcyon	Scratch	4.26.43	3
Bonita	Scratch	4.29.33	4

KEYWARD KEYS CLASS.—Start at 2.40 p.m.

Yachts	H'cap on Course	Corrected Position	Points for Race
Ursula	Scratch	4.45.45	1
Sirius	Scratch	4.50.12	2
Dawn	Scratch	4.42.14	3
Owl	Scratch	N. S.	0

GALL CLASS.—Start at 2.45 p.m.

Yachts	H'cap on Course	Corrected Position	Points for Race
Gael	Scratch	4.48.09	1
Tolmiete	Scratch	4.50.22	2
Joan	Scratch	4.56.13	3
Thetis	Scratch	5.01.03	4

CRUISERS CHAMPIONSHIP.

The First Championship Event for Cruisers was sailed off on Sunday, 28th November, 1920.

Results:—

ENGLISH RIG.—Start at 10 a.m.

Yachts	Handicap on Course	Corrected Position	Points for Race
Azuma	Scratch	2.48.03	3
La Cigale	Scratch	2.50.27	5
Destever	Scratch	2.48.28	1
Wendy	Scratch	3.17.31	4
Brynhilde	Scratch	—	—
Feathers	do.	2.47.45	2
Aileen	do.	3.47.09	6
Norsman	do.	—	—
Queen Bee	Scratch	3.54.27	7
Mist	Scratch	3.58.34	8
Chinook	Scratch	3.59.00	9

CHINESE RIG.—Start at 10.10 a.m.

Yachts	Handicap on Course	Corrected Position	Points for Race
Ononone	Scratch	3.27.37	1
Nicob	do.	4.07.14	2
Helen	do.	4.24.47	3
Lady Jean	Scratch	11'00"	4

SECOND CHAMPIONSHIP FOR RACING YACHTS.

The Second Championship event for Racing Yachts was sailed on Saturday, 4th December in drizzling rain and a variable wind.

There were several accidents. The *Bolla* carried away a jib and topping lift of mainsail early in the race. *Ailsa* lost the top of her mast, and before the mainsail could be lowered the mast carried away at the deck. *Joan* and *Gael* had a collision, whilst rounding the Cist Rock buoy, both having to give up the race.

Results:—

HANDICAP CLASS.—Start at 2.30 p.m.

Yachts	H'cap on Course	Corrected Position	Points for Race
Diana	Scratch	4.19.02	1
Bolla	Scratch	4.19.02	2
Orion	Scratch	4.24.43	3
Dorothy	Scratch	4.24.14	4
Glady's	Scratch	4.21.39	5
Sonia	Scratch	4.23.53	6

ONE DESIGN CLASS.—Start at 2.35 p.m.

Yachts	H'cap on Course	Corrected Position	Points for Race
Ailsa	Scratch	N. S.	0
Bonita	do.	4.27.29	3
Daphne	do.	4.26.43	2
Halcyon	do.	4.29.00	4

KEYWARD KEYS CLASS.—Start at 2.40 p.m.

Yachts	H'cap on Course	Corrected Position	Points for Race
Dawn	Scratch	5.00.12	1
Sirius	Scratch	5.11.03	2
Ursula	Scratch	5.14.54	3
Lola	Scratch	N. S.	0
Owl	Scratch	N. S.	0

GALL CLASS.—Start at 2.45 p.m.

Yachts	H'cap on Course	Corrected Position	Points for Race
Gael	Scratch	4.48.09	1
Tolmiete	Scratch	5.12.20	2
Joan	Scratch	N. S.	0
Thetis	Scratch	N. S.	0

P. & O. STEAMER "DELTA" IN COLLISION.

The *Times of Oost* 28th reports:—The P. & O. steamer *Delta*, 8,800 tons, from Bombay for London, was in collision during the fog early yesterday morning off Southend, with the British steamer *Wimbleton*, from Antwerp. The *Delta* was holed on the port side, and as her stokehold was filling, she was beached south of the Chapman Light. The passengers, numbering about 100, were all safely landed and arrived in London last evening. The stem and bows of the *Wimbleton* were damaged, but the vessel was able to proceed to Greenhithe.

SPORT.

LEAGUE CRICKET.

UNIVERSITY DRAW WITH CRAIGENGOWER.

Only one match was played on Saturday, several games being cancelled owing to the wet weather. Craigengower played the University and would have inflicted a severe defeat on the latter team but for the intervention of time. The game would have been played to a finish had it started at 2.15 p.m., instead of half an hour later. F. G. Thompson, for Craigengower, scored 80 and was unbeaten when the innings was declared. He drove vigorously but was unfortunate in being missed on two occasions. Scores:—

CRAIGENGOWER.	
S. Jex, b. Yeoh	11
W. Hall, c. Samy, b. Yeoh	0
D. M. Ayer, b. Yeoh	7
F. G. Thompson, not out	80
B. W. Bradbury, b. Yeoh	23
B. Bass, not out	22
Extras	10

Total (for 4 wks., declared)....155

L. E. Lammert, A. W. Grimmett, H. Holdman, C. Anderson and W. S. Drake did not bat.

Bowling Analysis.

	O.	M.	R.	W.
Yeoh	17	4	55	4
Samy	13	1	49	0
Singh	2	0	14	0
Hunt	2	0	9	0
Hinton	4	0	20	0

UNIVERSITY.

I. T. Pan, b. Lammert	10
K. E. Mogra, c. Ayer, b. Grimmett	9
H. O. Hunt, run out	9
D. K. Samy, c. Bass, b. Lammert	9
T. E. Yeoh, run out	12
K. S. Cheah, not out	11
W. J. Hinton, not out	1
Extras	9

Total (for 5 wickets)....62

Singh and M. K. Yue did not bat.

Bowling Analysis.

	O.	M.	R.	W.
Lammert	10	4	16	3
Anderson	6	1	17	1
Grimmett	7	3	11	1
Drake	4	3	4	0

LEAGUE TABLE.

(UP TO DECEMBER 4TH).

Craigengower	2	1	0	1	4
H.K.A.	2	1	0	1	4
Kowloon	1	1	0	0	3
University	3	0	1	2	2
H.C.C.	1	0	0	1	1
H.K.C.C.	2	0	1	1	1
Staffs	1	0	1	0	0

TENNIS.

GARRISON LEAGUE.

Owing to bad weather during the summer and to various teams dropping out during the season, this league was in a very unsatisfactory state, and a meeting was called recently to decide the best way of finishing up for the season. It was settled that, as the Staff and Departments, 88th Co. R.G.A., Royal Engineers and the R.A.M.C. were the only four teams with the slightest chance of winning the league, the contest for final honours should be fought out between them. As a result of the draw, the R.G.A. were down to play the Staff, and the R.E. are to oppose the R.A.M.C., the winners to play off for the championship.

The first of these games took place at the Happy Valley on Friday when the 88th Co. R.G.A. with a very strong team comfortably defeated the Staff. As a result of an injury to his leg early in the second match, Davis was only a passenger for the rest of the game, being hardly able to stand, but so well did Major Hickling play that the game went to the Artillery men by 5 games to 4. Enough points having been played to make the gunners winners, Davis retired after the second set, the Staff courteously allowing Q.M.S. Smith to replace him for the third game. The 88th Co. will now meet the Royal Engineers or the R.A.M.C. in the final.

The following were the scores:—
Lieut. Colonel Loring and Captain Oliver beat Major Humphreys and Major Carter 5-3; beat Lieut. Colonel Nicholson and Mr. Shewell 7-2; beat S. M. Carter and S. M. McCarthy 7-2.
Major Hickling and S. Sgt. Davis beat S. M. Carter and S. M. McCarthy 8-1; beat Major Humphreys and Major Carter 5-4; and Major Hickling and Q.M.S. Smith lost to Lieut. Col. Nicholson and Mr. Shewell 4-5.
Capt. Davies and C.S.M. Pragnell beat Major Humphreys and Major Carter 5-4; beat Lieut. Col. Nicholson and Mr. Shewell 6-2; beat S. M. Carter and S. M. McCarthy 6-4.
Total:—88th Co. R.G.A. 63. Staffs and Departments 28.

GOLF.

SCOTLAND V. THE REST.

The Scotsmen v. The Rest match was played at Fanling yesterday, and resulted in a very decisive victory for the latter team who were 5 up in the morning and 64 in the Foursomes in the afternoon.

An interesting incident in the contest was the defeat of Mr. R. L. D. Wodehouse, this year's champion, by Mr. Crawford Morgan, whom he recently defeated in the semi-final of the Championship by 1 up. Yesterday, Mr. Morgan won his game against Mr. Wodehouse by 5 and 4 to play.

FOOTBALL.

The following are the results of Saturday's games in the Hongkong League—

DIVISION I.	
Hongkong Club	0 R.G.A. 0
Hongkong Police	1 S.C.A. 1
Kowloon	1 H.M.S. Carlisle 0
2nd Wilshires	3 H.M.S. Tamar 2

DIVISION II.	
Staff & Depts.	1 H.K. Club Res. 0
United	8 22nd Punjab 2
Oilers United	6 Club de Recreo 0
St. Joseph's	4 Kowloon Res. 0
R.G.A. Reserves	2 H.M.S. Carlisle Reserves 1

Indian Res. Club, 2 S.C.A. Res. 0.
The above matches were played in a drizzling rain which prevented good football, yet all the games were very keenly contested.

CLUB V. R.G.A.

Boysen, who had played in the Reserves match, filled the vacant position at outside left. The rest of the Club team turned out as advertised.

The R.G.A. won the toss and elected to defend the pavilion end, thereby having the advantage of the light breeze. Sandberg started the game. The R.G.A. were soon in the Club territory and remained there during the first five minutes of the game, Rodgers being called upon to save his charge, which he did in his usual style.

The Club broke away, and Raiton passed forward to Hamilton, who went down the wing and centred where Moore missed an easy chance of giving the Club the lead. The R.G.A. cleared and Henwood passed out to McHugh; but Gerrard intercepted the pass and kicked to touch. Following the throw-in, the Club were awarded a free kick for hands against McHugh, and Gerrard, taking the kick, sent well in where Walker returned too far for Rodgers to get away and cleared. The Club got away and Rodgers sent Sandberg forward. The latter, when tackled, sent out to Boysen, who shot straight into Holloway's hands, the goalie clearing. The Club came again and Hamilton hit the side of the net with a hard shot.

From the goal kick, Henwood passed out to McHugh but Gerrard cleared. R.G.A. returned and Best tipped out to Wilson who beat McPhail and sent in a lovely shot which Rodgers was forced to turn round the post. Dawson took the corner kick but sent behind.
The Club kept pressing for a time, and once a foul against Dawson sent the Club forwards well in but Walker cleared. Then the R.G.A. kept the Club at home for a few minutes, during which time G. Rodgers did some good keeping and the defence proved sound. The Club broke away and the R.G.A. defence had a warm time, the ball dodging about the goal. A goal seemed certain when Sandberg headed in but the ball bounced on the crossbar and rebounded to the foot of Boysen, who was close in, but this player kicked outside.

From the goal kick Watson (senr.) tried a solo run, and Gerrard tackling, the centre forward passed round him, but unfortunately he passed too far forward and Gerrard, recovering, outpaced him and kicked behind to clear. Dawson took the corner kick and dropped the ball in the goal mouth where G. Rodgers made a weak clearance and Lawrence was again forced to kick out. Wilson took the kick, the Club clearing, and the ball was in mid-field when half-time arrived with no score.

The R.G.A. re-started and went towards the Club goal where Gerrard cleared and, taking the ball well down, sent across to Boysen, who smartly returned, but Goldenberg failed to receive the pass and missed an easy chance of giving the Club the lead, the ball going out to Hamilton, who returned to Moore, the latter sending in a shot that almost beat Holloway, who threw himself full length and just managed to push the ball round the post. Boysen took the corner kick and sent well up the field where Morris sent Wilson away. The latter centred and Watson (senr.) returned where Wilson beat Lawrence and sent in hard to Rodgers, who turned it round the post. Wilson taking the kick placed well, where J. Rodgers headed out, Henwood seeing Best well placed, gave him the ball. Best sent it straight to Rodgers who was deservedly applauded for bringing off a brilliant save. From the throw-out, Raiton sent Sandberg well down, the centre forward ending a brilliant effort by sending in wide. The ball was transferred to the other end where Wilson struck the side of the net. The R.G.A. made determined efforts to score, but hand against McHugh sent the Club in again, and Boysen just missed. The Club came again and Henwood was pulled up for jumping, dangerously near the penalty area. McPhail took the kick and sent in wide. Foul against Dawson, for using too much weight on Goldenberg, gave the Club another chance. Raiton took the kick and sent out to Hamilton, Dawson cleared and sent forward to McHugh where hands again relieved. Shortly afterwards, Watson (senr.) tested Rodgers with a low shot, the goalie saving well. The R.G.A. took up the offensive and were awarded two corners, both of which proved abortive, and then the Club took the leather to the other end where Boysen centred and Henwood kicked out. From the throw-in McHugh went away and Gerrard was forced to concede a corner. Dawson took the kick and sent behind. The R.G.A. returned and Lawrence headed near the penalty area, and the R.G.A. being awarded a free kick, Henwood sent over the top. The R.G.A. pressed and J. Rodgers handled well in. Henwood, taking the kick, sent in wide. Hands against Dawson sent the Club away, but Walker returned, where Raiton cleared. From a throw-in, the Club went away, and Holloway was called upon to stop a hot one from J. Rodgers. The R.G.A. cleared and quickly transferred the ball to the other end where Watson (junr.) sent in a hot one which Rodgers saved, for which he was loudly applauded.

The Club broke away and Sandberg sent Goldenberg in, the latter missing with only the goalie to beat. The R.G.A. cleared and Watson (junr.) was making for the Club goal when the whistle sounded for time with no score.

The game was fast throughout, but, owing to the slippery nature of the ground and the greasy ball, accurate play was out of the question. At times three men were struggling on the ground together. A drawn game is a correct result on the play, for, although the R.G.A. did most of the attacking, the Club were offered the best chances in front of goal where their forwards missed on several occasions. The teams worked hard and are to be complimented on their play under such trying conditions.

For the Club, Rodgers in goal, was safe, and the applause he received from the stand was well deserved. Lawrence and Gerrard played a good game and cleared well. The half-backs worked hard and kept the R.G.A. forwards from combining. They also dropped back to assist the backs when the latter were in difficulties. Ruis was missed in the forward line for several chances went begging on the left, although Boysen played a good game, considering that he had been out in the earlier game assisting the Reserves. Hamilton, on the right, played a much better game than last week. Goldenberg showed a good turn of speed in the open, but failed when close in. On more than one occasion he failed to gather the ball, when favourably placed and with only the goalie to beat. Sandberg fed his wings well and occasionally tried a run through, but found Henwood close in attendance everywhere. He had very few shots at goal, but those were well directed and had plenty of sting about them. Moore worked hard, but did not keep far enough forward to accept the passes coming across from the right wing. He was occasionally back among the halves. For the R.G.A. Holloway played a good game and saved the R.G.A. lines on several occasions. Walker and Frampton played well and with understanding. Henwood was the pick of the middle line and kept Sandberg, the Club centre, well covered. He assisted the forwards in the attack and dropped back when the Club forwards got dangerous. Dawson and Morris worked hard, the former being pulled up on more than one occasion for getting the better of Goldenberg. In the forward line, Water (junr.) was most prominent. Wilson, on the right wing, played well, but his centres were weak. He and Watson combined well. Watson (senr.) the pivot of the line, could not get going, for Rodgers and Raiton had him well covered, and every time he tried to go through he found they were close at hand. The left wing did not combine well. McHugh tried to beat Gerrard, instead of giving the ball to Best, but the Club back tackled well and robbed. Best waited for the ball to come to him instead of going to meet it and Raiton cleared easily. Combination was lacking in the line generally which made the game easy for the Club defence, who had little difficulty in keeping the attack from becoming too dangerous.

Mr. Hollands was the referee.

WILTS V. TAMAR.
At Sookumpoo, before a large crowd of sailors, the Wilts played five. Both teams were not fully represented. Amor of the Wilts, and Stone, of the Tamar, did not turn out. The game was fast and even throughout, and with a little more luck, the sailors would have reversed the result for they had much the better of the exchanges.

KOWLOON V. "CARLISLE."
On the Navy "B" ground, Kowloon had Knight back again in his old position where he played a good game, Kowloon winning by the only goal scored. Clemo, playing outside right, was responsible for the Civilian annexing the two points.

POLICE V. S.C.A.
A fast and even game was seen on the Navy "A" ground between the above teams, the result being a draw of one all.

CLUB RESERVES V. STAFFS.
On the Club ground the Staffs started the game in a drizzling rain and were soon in Club territory, where Wilkinson sent in a shot that went wide. The Staff came again and forced a corner, which was cleared, and Ireland sent Jack away on the right, the latter delaying his centre. The Staff kicked out. The Club came again and Boysen was offside. From the free kick, the Staffs got well in where Tonkin was forced to kick to touch. From the throw-in, hands against the Staffs sent the Reserves well in, where McDonald kicked behind. From the kick-out, Bradley took the ball down and passed out to Wilkinson, who tested Groot with a low shot, the goalie clearing. The Staffs had the better of the exchanges for a time, when the Club went away and Boysen, coming in from the left, was brought down in the penalty area. Tonkin took the kick and sent straight at Rhodes, who pushed the ball out and Tonkin, following up, sent in again for Rhodes to turn the ball round the post. Jack took the corner kick, which Hopper cleared, and passed forward to Wilkins, who went away and sent in a low shot that just missed. The Staffs returned, and Filmer sent in hard to Groot, who caught the ball and waited for Wilkin to come up to kick the ball out of his hands, instead of clearing at once. Luckily for the Club the ball rolled behind. The Club were pressing when half-time was called, there being a blank score-sheet.

The Club resumed and Wilkin passed out to Raiton, who sent in wide. The Staff came away from the goal kick and transferred the play to the other end, where Wilkinson shot wide. The Staffs returned, but offside against Wilkinson relieved. The Club visited the other end where Raiton did a solo run and sent in hard to Rhodes who fisted out, and Filmer sent out Payne, who forced a corner off Henderson. The Club cleared and Boysen, when steadying himself to shoot, slipped and fell. Bradbury kicked

out. The Reserves kept up the pressure but Hopper and Bradbury prevented them from becoming dangerous. Following a couple of corners, the Staffs broke away and got well down, where Henderson was forced to pass back to Groot, who picked up and putted up the field. The Staff returned and Payne was offside. From the free kick Ireland sent Raiton away, the latter centring. Boysen was pulled up on offside. Bradley took the kick and Tonkin returned, Jack accepted a pass from Sherry and sent into Rhodes' hands, who threw out, and Raiton returned sharply, the ball just missing the goal. The Staffs then took up the offensive, and the game continued to be fast, each goal being visited in turn and each team striving hard to get a goal. The Staffs not to be denied, came again and Payne, receiving a pass from the right, sent in from close range and beat Groot, who just touched the ball as it passed over his head into the net. From the re-start the Staffs got away and Henderson was forced to kick. Payne took the corner kick which Henderson cleared. The Staffs returned and pressed the Reserves where several corners were conceded, but the Club prevented the Staffs from adding to their score. The Club broke away and by a good combination ran near the Staffs' goal, but Raiton sent in wide. Raiton, however, came again and was applauded for a brilliant effort. Beating the backs, he went in and sent in a hard shot, which Rhodes cleared. Shortly after the whistle sounded leaving the Staffs winners by one goal to nil.

On the play the Reserves had hard lines to lose, for, in addition to missing a penalty, they gave Rhodes more shots to deal with than the Staffs gave Groot. The Staffs won as they were a much heavier team. Mr. Hollands was in charge of the game.

ST. JOSEPH'S V. KOWLOON RESERVES.
A very even game was expected between these teams, as they were bracketed at the top of the League table, and the Kowloon men had not lost a game this season.

However, the unexpected happened, and St. Joseph's proved to be easy winners.

R.G.A. RES. V. H.M.S. "CARLISLE" RES.
At Sookumpoo, the soldiers had the better of the exchanges in a fairly even game and managed to get home by the odd goal in three.

INDIANS V. S.C.A. RESERVES.
The Indian Recreation Club scored a surprise on the Chinese whom they defeated by 2 goals to nil.

OILERS UNITED V. CLUB DE RECREO.
This game, which was expected to be a win for the Club, ended in their crushing defeat by six goals to love. The heavy going, which seemed to suit the men from the oilships, was much against the football play of the Club, who could not keep the pace.

UNITED V. 22ND PUNJAB.
The United won this game by 8 goals to 2. For the United, all the forwards scored: Leonard (3), Kent (2), May (1), Gibbs (1), and Simmons (1).

RUGBY.

The following is the Army team v. Curlew at 4.30 p.m. to-day, at Happy Valley:—Private Phillips, Wilts, back; Captain Murray, I.M.S. (Captain); Captain Tomory, R.A.M.C.; Lieut. Bevan, Wilts; Lieut. Boyes, R.G.A.; Lt. Emerson, 2/22nd Punjab; Lt. Davies, R.G.A.; Capt. Bristol, Capt. Meredith, and Capt. Dodwell, of the R.G.A.; Lt. Sergeant, Lt. Dodington, Wilts; Lt. Bingham, Lt. Mortimer, R.G.A.; and Lt. Morton, 2/22 Punjab.

THE LATE MRS. J. C. FLETCHER.

FUNERAL ON SATURDAY.

The funeral of the late Mrs. J. C. Fletcher, wife of Mr. J. C. Fletcher, of Queen's College, whose death was reported in our columns on Saturday, took place at Happy Valley on Saturday evening in the presence of a large gathering. The Rev. G. J. Williams, Pastor of the Union Church, officiated, and the chief mourner was the husband.

Amongst those present were the Hon. Mr. A. G. M. Fletcher, the Hon. Mr. E. A. Irving, Mr. R. E. O. Bird, Mr. E. B. Brown, Mr. D. K. Blair, Mr. C. F. Brown, Mr. E. E. Agostini, Mr. C. R. Sutherland, Mr. A. A. Crook, Mr. J. Raiton, Mr. W. L. Handyside, Mr. W. J. Carrie, Mr. S. B. B. McElmery, Mr. F. J. de Rome, Mr. A. Morris, the Rev. G. E. Updell, Mr. A. T. Hamilton, Mr. W. M. Fleming, Mr. W. Pryde, Mr. D. H. Cameron, Mr. A. Maxwell, and several students of Queen's College.

Wreaths were sent by the European Staff, Queen's College; Class 1, Queen's College; the Pupils of Commercial 24, Queen's College; the Senior Chinese Masters of Queen's College; the Junior Chinese Masters, Queen's College; Full 24, Queen's College; Class 4, Queen's College; the Hongkong Football Association; Class 58, and 59, Queen's College; Staff and Pupils, B.H.S. Public School, Kelly and Walsh, Ltd.; Vernacular Masters of Queen's College; Staff and Pupils, Peak School; Prefects, Queen's College; "John", Lady Stubbs, the Hon. Mr. E. A. Irving, Mr. and Mrs. C. E. Meyer, "Fenella", Miss Peggy Datham, Margaret and Theodore, Cameron, Mr. and Mrs. Duncan Cameron, Mr. and Mrs. A. T. Hamilton, Mrs. R. E. Macdonald, Mr. and Mrs. W. N. Fleming, Mr. and Mrs. R. Neave, and Miss Neave, Mr. and Mrs. R. E. Brayn, Mr. and Mrs. O. T. Breakspen, Mr. and Mrs. E. L. Tuck, and family, D. E. Labrum, Mr. and Mrs. E. Lammert, Mr. G. Stark, Mr. and Mrs. A. H. Crook, Mr. and Mrs. W. J. Carrie, Mrs. F. E. Ranger, J. Raiton, Mr. and Mrs. J. A. Tarrant, Mr. and Mrs. O. B. Brown, Mr. H. A. R. Conant, Mr. and Mrs. F. J. de Rome, Mr. and Mrs. John Martin, Mrs. A. M. Arnold, Mr. and Mrs. G. F. Nightingale, Mrs. G. Y. Stubbings and Eileen, Mr. and Mrs. W. L. Handyside, Miss Jean Bragg, Mr. F. Fletcher, Mr. and Mrs. F. A. Mackintosh, Mr. and Mrs. O. Mycock, Bertha Tarrant, Mr. and Mrs. A. Morris, Mr. R. E. O. Bird, Wei Yu and Wei Tat.

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Chiver's Mince-meat in 1 lb. bottles.
Crosse & Blackwell's Mince-meat in 1 lb. and 2 lb. tins.
Kentish Cob Nuts.
Finest Newtown Pippin Apples.
Crackers & Table Decoration by Mead & Field and Calley.
Marrowfat Pass from the Garden of England, Kent.
Genoa & Cherry Ripe Cakes in 2 lb. tins.
Malaga Imperial Figs in 1 lb. and 2 lb. tins.
Muscatel Raisins in Clusters.
Marron Glace. Salted Almonds.
Stuffed Dates. Stuffed Prunes.
French Plums in 1 lb. and 2 lb. bottles.
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"Pineapple" Brand Hams, finest quality.
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markable power to absorb acidity in the stomach. They confidently
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immediate relief even in the worst cases, and taken before a meal
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from any other remedy. They are pleasant to take and quite harmless.

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"One of the best and wisest things I
ever did in my life was to take for a
sample of your Dr. Jenner's Absorbent
Lozenges. Up to the present I have had
but your sample box, another, then you
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of a most distressing Heartburn and
Acidity, from which I have suffered for
years. I can now eat things I dared not
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LAW AND ITS STAGE EFFECTS.

[BY PETER O'DONOVAN.]

How much is the majesty of the law a
matter of stage-setting and costume? I
could not help asking myself this as I
stood very diffidently in a corner of the
court of the Lord Chief Justice of England
and watched.

I asked myself this question, not in any
spirit of flippancy, but in all seriousness.
No one could possibly be flippant before
that superbly impressive scene. The most
resolute jester would lay aside his motley
as an unseemly garment. It is the
majesty of the law at its most majestic.

Even the room itself is impressive.
Panelled high in rich, dark wood, its
dignified lines are unbroken by windows.
The light falls heavily from above, the
high lights which Rembrandt used to love
throwing everything into strong relief and
shadow.

CURIOUS DIGNITY.

In such a light and against such a back-
ground, even ordinary faces assume a
curious dignity and significance. Every
feature, every line, is accentuated. In
some respects this is a very severe test, but
it is one which the presiding judge could
easily stand. There are few more striking
faces than that of Lord Reading, and his
strongly moulded features stood out with
the startling vigour of a drawing by
Holbein.

In fact, the whole scene reminded one
keenly of a vigorous and colourful paint-
ing by some medieval artist. The red
robes of the judges, their long wigs sweep-
ing down about their shoulders, the ermine
of their capes, the rich gold chain of the
Lord Chief Justice, the sculptured lion
and unicorn behind his chair, the black
gowns of the barristers, and the curiously
aggressive wigs perched high on their
heads with the two funny little tails—these
seemed to come straight out of the Middle
Ages. Not even the costumes of the
onlookers could modernise the scene.

Some minor and technical point of law
was under discussion while I was present
—some matter of a "stay of execution."
It appeared to be merely a point of court
routine, and yet I could not help being
absorbed and thrilled by it. I knew
nothing and cared nothing about the case,
but the setting and the personalities of the
actors held my imagination captive.

Learned counsel of either side spoke
in grave, quiet tones. The judges gave
decisions and conferred among themselves.
Once while their dignified heads were
together something was said by Mr.
Justice Darling, I believe, which caused
them to smile. It came almost as a shock
to discover that such majestic beings could
be amused.

IN THE FAR WEST.

Finally the matter was settled, and the
court rose. There was a scurrying of
court attendants to the bench, and then
there was a sweeping of red robes and a
swaying of ermine capes and long wigs,
and then I came out into the hustle and
clatter of Fleet-street to recover my sense
of modernity. Perhaps the scene I had
just witnessed was all the more impres-
sive to me because of my recollection of
a Western American court which I had
once attended during an important case.
There the administration of the law was
breezy and intensely democratic. The
judge—and a very able and distinguished
one, too—sat hunched back in an ordinary
armchair. He wore a lounge suit and
chewed a pencil through most of the pro-
ceedings. There were no gowns, and no
head-coverings other than those which
nature had provided—or subsequently re-
moved.

So far as I could make out, the law
was well and ably administered. There
was a brisk alertness about it all which
one could not but notice. And yet how
unimpressive in comparison with the
scene I have just described! If one
of the lawyers had called the judge "Bill,"
I would hardly have been surprised.

So we come back to the first question.
How much does the majesty of the law
depend on its sumptuous and traditional
accessories? Very greatly, indeed, I
would say. *Expres.*

HOW MARSHAL JOFFRE DINES.

GREAT SOLDIER'S SIMPLE TASTES.

Near Port Saint Denis there is a quiet,
comfortable, but entirely unpretentious little
brasserie restaurant, where lunch or dinner
can be had for—in these days—the very
modest sum of 12f. (5s.) a head. It is
patronized almost entirely by the quiet
bourgeoisie of the quarter, and it is rare that
any visitor to Paris enters within its portals.
The waiters know the names of their
clients, who are almost all *habitués*, and
they are justly proud of one of these—
a fine-looking old man with a kindly face and
large and very white moustaches. For
every meal a table near the window is set
aside for him, and if some chance customer
wants to sit there, the nearest waiter, says
Le Journal, motions him elsewhere, remark-
ing, "Not here, sir. This is Marshal
Joffre's table."

For it is here, in the quietness of the
little brasserie, that the victor of the
Marne goes every day to eat while his wife
is enjoying a prolonged summer holiday.
His usual waiter says that his habits are
of the simplest. The great marshal drinks
neither wine, coffee, nor liqueurs, but he
has a big appetite for vegetarian diet,
since in the evening he never eats meat.
Marshal Joffre, they say, is never happier
than when his presence in this modest little
restaurant passes unnoticed.

The *Straits Times* understands that
Major-General Sir John Sherman Fowler,
K.O.M.G., C.B., D.S.O., who was appoint-
ed to succeed Major-General Sir Dudley
Ridout, K.B.E., C.B., C.M.G., as Gen-
eral Officer Commanding Troops, Straits
Settlements, was taken ill shortly before
he was due to sail for Singapore. His
departure is therefore postponed, and in
the meantime Major-General Sir Dudley
Ridout will continue as G.O.C.

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That was effectively, thoroughly,
and painlessly done. Why not do the same
with your corns and calluses? You can
get rid of them in 30 seconds, and have to labor
with troublesome plasters, greasy
ointments that rub off sticky tape,
and knives and scissors, when you
can peel off your corn or callus in
one complete piece, painlessly and
surely, with magic, simple, easy
"Geta-It." It takes 1 or 2 seconds to
apply "Geta-It"—you use 2 or 3 drops,
and that is all. "Geta-It" does the
rest! Get rid of that corn-pain at
once, so that you can work and play
without corn torture. Be sure to use
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"Geta-It" the guaranteed money-
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way, costs but a trifle at all chemists
and stores. Mfd by E. Lawrence &
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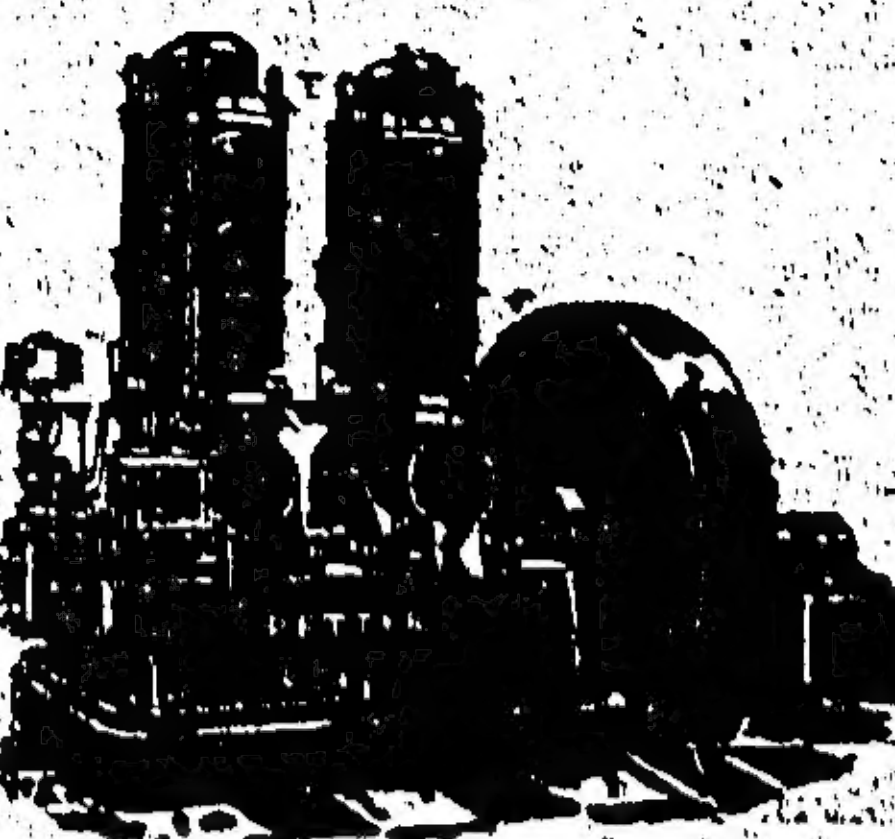
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**THE EAST ASIATIC CO., LTD.,
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M.S. "CHILE"

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NEW YORK & OR BOSTON
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S.S. "BOLTON CASTLE" ... on or about 11th December.

LLOYD TRIESTINO

For SHANGHAI
on or about 11th December
for BRINDISI, VENICE & TRIESTE.

Taking Cargo on through Bills of Lading for LEVANT, BLACK SEA, & DANUBI PORTS.

VIA SINGAPORE, PENANG & COLOMBO
S.S. "PERSIA" ... on or about 15th December.

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Regular Services between
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S.S. "BORNEO MARU" ... sailing on or about 24th Dec.

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Agents 110

N. Y. K.**NIPPON YUSEN KAISHA**

SAILINGS FROM HONGKONG SUBSIDY TO AMERICA.

SEATTLE & VICTORIA via Manila, Shanghai & Japan ports
Cargo to Overland Points U.S. in connection with Great Northern Northern Pacific
and Chicago, Milwaukee & St. Paul Railways.

FUSHIMI MARU (omitting Manila) ... Tuesday, 14th Dec., at 11 a.m.
KATOEI MARU ... Tuesday, 22nd Dec., at 11 a.m.
TAKIWA MARU ... Thursday, 24th Jan., at 11 a.m.
KASHIMA MARU (omitting Manila) ... Wednesday, 24th Jan., at 11 a.m.

LONDON & ANTWERP via Singapore, Penang, Colombo, Suez
Port Said and Marseilles.

KAMO MARU ... Friday, 11th Dec., at 11 a.m.
IYO MARU ... Friday, 24th Dec., at 11 a.m.
ATSUTA MARU ... Friday, 7th Jan., at 11 a.m.

HAMBURG, LONDON & ROTTERDAM via Suez.
LIMA MARU ... Monday, 18th December.
TSURUGA MARU ... Middle of January.

LIVERPOOL & MARSEILLES via Suez.
KAMAKURA MARU sailing from Singapore ... Middle of December.
AWA MARU sailing from Yokohama ... Friday, 10th December.

MELBOURNE & SYDNEY via Manila, Zamboanga, Thursday
Island, Townsville & Brisbane.

TANGO MARU ... Wednesday, 22nd Dec., at 11 a.m.
NIKKO MARU ... Middle of January.

NEW YORK via Manila, Java, Straits & Suez.

SOUTH AMERICAN PORTS via CAPE
BAKODATE MARU sailing from Singapore ... Sunday, 19th Dec.

BOMBAY & COLOMBO via Singapore.
RANGOON MARU ... Beginning of January.

CALCUTTA & RANGOON via Singapore & Penang.
TAKIWA MARU ... Sunday, 6th December.
TAKIWA MARU ... Saturday, 18th December.

JAPAN PORTS—Nagasaki, Kobe & Yokohama.
NIKKO MARU ... Saturday, 18th Dec., at 11 a.m.

SHANGHAI, KOBÉ & YOKOHAMA.
RANGOON MARU (omitting Yokohama) ... Wednesday, 8th Dec.
SHIMIZU MARU ... Friday, 10th Dec., at 11 a.m.
YOKOHAMA MARU (omitting Yokohama) ... Saturday, 18th December.
YOKOHAMA MARU ... Saturday, 18th December.

For further information apply to:- **NIPPON YUSEN KAISHA.**
Telephone Nos. 222 & 223. S. YABUDA, Manager.

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LOS ANGELES, CALIFORNIA, U.S.A.
Dues to Agents Dues to Sail

S.S. WEST HIKA ... Dec. 14th ... Dec. 17th.

Through Bills of Lading to all U.S. and Canadian Overland Points no Transshipment en route
Shipment connections with the Baltimore, Boston & New York Pacific Railroads

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CHAS. E. RICHARDSON
General Agent for South China.

WORK OF THE WORLD.

A GREAT LEAD IN SHIP
BUILDING.

THE WORLD'S OIL-LESS FUTURE.
(BY SIR LEO CHIOZZA MONEY.)

The lead in shipbuilding which British yards regained at the end of 1919 has since been maintained and increased. The world's aggregate tonnage under construction has been falling, while the British share has been rising all through the present year. Here are the facts of the case, with special reference to American building:

	United Kingdom	United States	All the World
1920	1,200,000	1,275,000	2,475,000
March 31, 1919	1,200,000	1,200,000	2,400,000
Sept. 30, 1919	1,200,000	1,200,000	2,400,000

Since March 31 the British tonnage has grown by 37,000 tons, although world construction has fallen in aggregate by 377,000 tons. In the same time American construction has fallen by 801,000 tons.

A STRIKING CHANGE.
The comparison with March, 1919, is even more remarkable:

	British Tons	U.S. Tons
March 31, 1919	1,200,000	1,200,000
Sept. 30, 1920	1,237,000	1,275,000

Thus the British construction has grown by 1,475,000 tons, while that of America has fallen by 241,000 tons. The explanation is that while British yards have recovered from their devotion to war purposes, and from the vast amount of re-conditioning which remained after November, 1918, as a war legacy, the largely new industry of America has completed its State commissions and failed to find full competition in commercial orders. America has yet indeed thoroughly to digest its suddenly acquired giant shipping. That it will do so we need not doubt, and although, therefore, the statistical post-war record is exceedingly satisfactory from the British point of view, we should not be tempted to regard it as more than the opening chapter of an eventual story.

BRITAIN RECOVERS HER TONNAGE.
The receipt of the German ships and their sale to British shipowners by the Government, through Lord Fishcove, brings nearer the date when British shipping will regain its pre-war tonnage. On June 30 this year we possessed 18,111,000 gross tons as compared with 18,500,000 on June 30, 1914, a deficiency of 389,000 tons, so that the shortage now to be made up is small. But let us not forget, if there had been no war the mercantile marine would by now have grown to some 21,000,000 tons, so that we have still still to make good much of the loss due to war.

GERMAN SHIPS GOING CHEAP.
For the first forty-eight German ships the State obtained 218 10 per cent. This is, of course, very low figure for it amounts to little more than 212 per cent deadweight ton, or about one-half the cost of new vessels. It may be remembered that a great tramp fleet, including not a few ageing vessels, was recently sold out to a public company at a valuation of 222 per cent deadweight. The price obtained for the German tons was probably a good as could be expected when so great a block of shipping was offered on a weak market. The world as whole now possesses more ships than in 1914, but provides less trade to the shipowner.

OIL BEATING COAL.
Lloyd's report for 1919-1920 directs attention to the great growth of vessels using oil fuel. In the year the new ships classed by Lloyd's which were fitted for burning oil numbered 498 vessels of 1,895,730 tons gross, as compared with 211 vessels of 1,183,150 tons in the previous twelve months. In addition, there were many old vessels converted to burn oil. A great increase is also reported in the use of marine oil-engines. Lloyd's have now under survey as many as 300 sets of oil-engines, of which about one-half are building in this country. What between the substitution of oil fuel for coal in vessels employing steam-engines and the substitution of oil-engines for steam-engines, the advance of oil is exceedingly rapid. It is a curious fact that this is in a sense hostile to our comparative maritime strength, since our large pre-war coal-exporters were mainly for maritime purposes, and those exports helped to make our shipping profitable and gave it peculiar power.

THE FUTURE OF OIL.
But oil versus coal is a passing phase, for both oil and coal, as we know them are doomed to extinction, and oil will go first by a long way. The world's natural supplies of mineral oil, which are actually large but relatively small. Already the end is in sight, although we have but recently discovered so many new uses for oil as fuel. The once great American supplies will peter out while yet the boys of to-day are young men, and other oilfields will quickly follow them to extinction. Admiral Philip Dumas, who was secretary to the Royal Commission on Oil Fuel of 1913, tells us that petrol will be so scarce in 1925 that the majority of private users "will have to put away their cars." Coal is also oil if we care to make it so, but coal in its turn will not long survive the great call of the world's industries (which, despite a thousand alarms and dependencies, will revive on an unprecedented scale in the near future), unless we learn to handle it with greater efficiency. Even with the greatest conceivable economy in use the insatiable call of work inspired by new inventions, will narrowly limit the remainder of the Coal Age. The more reason to turn to those organic supplies of power which we have the means to increase indefinitely. If the future forbids us to drink alcohol one may confidently look forward to producing and consuming it usefully in hitherto undreamed-of quantities.—The Observer.

Chinese coal, to the amount of 100,000 tons, arrived at Newcastle-on-Tyne, on October 9th. Mr. Archibald Grant, Controller of Chinese Coal Mines, said the coal had been sent from Hankow, at an expense of 10 shillings per ton, of excellent quality, and providing that there was a sufficiency of consumers could be sold at a cheaper rate than English coal.

NOTICES TO CONSIGNEES

INDO-CHINA STEAM NAVIGATION
COMPANY, LIMITED.

NOTICE TO CONSIGNEES.

FROM CALCUTTA, PENANG AND
SINGAPORE.

THE Steamship
"CHAKSANG"
having arrived from the above ports, Consignees of cargo by her are hereby informed that all goods are being landed at their risk into the hazardous and/or extra-hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, whence and/or from the wharves, delivery may be obtained.

Goods not cleared by the 7th Dec. will be subject to rent.
All broken, chafed and damaged packages are to be left in the Godowns where they will be examined. Claims against the steamer must be presented within 10 days of arrival, otherwise they will not be recognized.

No Fire Insurance will be effected by us in any case whatever.
Bills of Lading will be countersigned by JARDINE, MATHESON & CO., LTD., General Managers.

Hongkong, December 1st, 1920. [1863]

INDO-CHINA STEAM NAVIGATION
COMPANY, LIMITED.

NOTICE TO CONSIGNEES.

FROM KOBÉ.

THE Steamship
"KWAISANG"
having arrived from the above ports, Consignees of cargo by her are hereby informed that all goods are being landed at their risk into the hazardous and/or extra-hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, whence and/or from the wharves, delivery may be obtained.

Goods not cleared by the 7th Dec. will be subject to rent.
All broken, chafed and damaged packages are to be left in the Godowns where they will be examined. Claims against the steamer must be presented within 10 days of arrival, otherwise they will not be recognized.

No Fire Insurance will be effected by us in any case whatever.
Bills of Lading will be countersigned by JARDINE, MATHESON & CO., LTD., General Managers.

Hongkong, December 1st, 1920. [1861]

NOTICE TO CONSIGNEES.

THE EASTERN & AUSTRALIAN
STEAMSHIP COY'S STEAMER

"ST. ALBANS"

Arrived Hongkong on Dec. 3rd, 1920.

FROM AUSTRALIA AND MANILA.

Consignees of Cargo by the above-named vessel are hereby informed that their goods are being landed at their risk into the hazardous and/or extra-hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon where each consignment will be sorted out. Mark by Mack and delivery can be obtained as the goods are landed.

Optional goods will be landed here unless instructions have been given to the contrary 8 hours before arrival of the steamer.
Goods not cleared within 8 days, including date of arrival, will be subject to rent.

No Fire Insurance will be effected by us in any case whatever.
Damaged packages must be left in the Godowns for examination by the Consignees, and the Company's surveyors Messrs. Gordon & Douglas at 10 A.M. on Mondays and Thursdays.

All claims must be presented within ten days of the Steamer's arrival here after which date they cannot be recognized.

No claims will be admitted after the goods have left the Godown.
MACKINNON, MACKENZIE & CO., Agents.

Hongkong, December 3rd, 1920. 1870

P. & O. S. N. CO.**STEAMERS FOR**

STRAITS, COLOMBO, AUSTRALIA, BOMBAY, EGYPT, MEDITERRANEAN PORTS & LONDON.

Through Bills of Lading issued for Batavia, Persian Gulf, Continental, American, and South African Ports.

THE Steamship "DUNERA," Captain Walker, carrying His Majesty's Mails, will be despatched from this Port on or about MONDAY, the 13th December, 1920, taking Passengers and Cargo for the above Ports.
All Valuable and Tea for Italy, France and London (under arrangement) will be transhipped at Bombay into the Mail Steamer proceeding direct to Marseilles and London.
Parcels will be received at this Office until 3 p.m. the day before sailing. The contents and value of all packages are required.
For further particulars apply to:-

MACKINNON, MACKENZIE & CO., Agents.

Hongkong, November 30th, 1920. [1858]

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INDO-CHINA**STEAM NAVIGATION COMPANY, LIMITED.****SAILINGS SUBJECT TO ALTERATION**

STRAITS & CALCUTTA ... "KWAISANG" ... Mon. 6th Dec. 3 p.m.
HAIPHONG via HOIHOW ... "LOKSANG" ... Wed. 8th Dec. 10 a.m.
SHANGHAI via SWATOW ... "CHONGSANG" ... Thurs. 9th Dec. 10 a.m.
Ningbo, W. HAIWEI, CHEFOO & DALNY ... "CHONGSHING" ... Thurs. 9th Dec. 10 a.m.
KOBÉ ... "YATSHUNG" ... Thurs. 9th Dec. 10 a.m.
MANILA ... "L'ONGSANG" ... Fri. 10th Dec. 3 p.m.
SANDAKAN ... "HINEANG" ... Sat. 11th Dec. 10 a.m.

CALCUTTA LINE.—This Line affords regular sailings to Calcutta, Penang and Singapore; returning from a Calcutta steamer proceed via Straits and Hongkong to Japan; occasionally calling at Shanghai. All steamers have excellent passenger accommodation, are fitted with Electric Light and Fans and carry a fully-qualified Surgeon.

SHANGHAI LINE.—Sailings approximately every five days between Canton and Shanghai, sometimes calling at Swatow. Through tickets can be obtained and through Bill of Lading are issued to all Northern and Yangtze Ports via Shanghai.

MANILA LINE.—A weekly service is maintained with Manila by vessels with good passenger accommodation, sailings from both ports every Friday. Sailings approximately weekly for passengers and cargo, calling at Hoihow when inducement offers.

BORNEO LINE.—One sailing per month between Hongkong and Sandakan by a steamer having up-to-date accommodation for passengers. Cargo taken on through Bills of Lading for Kanda, Jesselton, Labuan, Tawau and Lahad Dato.

TRIESTE LINE.—A regular service is run from March to November between Hongkong and Nientsin, calling at Weihaiwei and Obotok.

CALCUTTA LINE.

S.S. "KWAISANG" will be despatched on or about Dec. 6th, for SINGAPORE, PENANG and CALCUTTA.

Through Bills of Lading issued to RANGOON, PORT SWETTENHAM, MADRAS and DUTCH EAST INDIES.

For Freight or Passage apply to:-

Jardine, Matheson & Co., Ltd.,

GENERAL MANAGERS

Telephone No. 112.

GLEN AND SHIRE

Joint Service of Steamers.

U.K.-STRAITS, CHINA & JAPAN SERVICE**OUTWARDS.**

Vessel	Des Hongkong
"GLENLOUGH"	30th Dec.
"GLENADH"	7th Jan.
"GLENARA"	18th Jan.

HOMEWARDS.

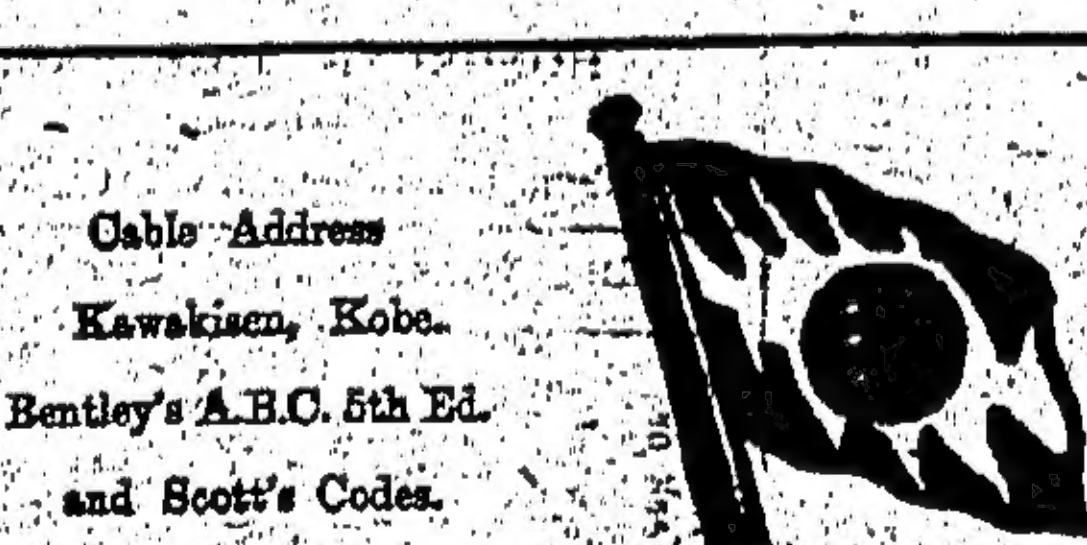
Vessel	Leave Hongkong	Discharge
"GLENLOUGH"	about 10th Dec.	GLEN, LONDON & ROTTERDAM.

Movements are subject to change without notice.
For freight or further particulars please apply to:-

Jardine, Matheson & Co., Ltd.

The Glen Line, Ltd., AGENTS.

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(KAWASAKI STEAMSHIP CO.)

CAPITAL PAID-UP Y20,000,000

President: Mr. Y. KAWASAKI

Vice-President: Mr. K. MATSUOKA

Managing Director: Mr. MATSUYAMA

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Eleven steamers of 9,100 tons each deadweight.

And under the Company's management:-

Twenty steamers of about 5,100 tons deadweight each.
Two steamers of about 6,400 tons deadweight each.
(Belonging to the Kawasaki Dockyard Co., Ltd.)

For Charter Rates and all other particulars apply to the

KAWASAKI KISEN KAISHA,

No. 9, Bunko, Koba.

[22]

SHIPPING NEWS

ARRIVALS.

December 3rd.

Chafco, Chinese str., 545 tons, Capt. Wilks, from Swatow, with a general cargo.—Hung Shun.

Dainichi Maru, Japanese str., 1,053 tons, Capt. Ishii, from Karatsu, with a cargo of coal.—M.B.K.

Pao Lee, Chinese str., 314 tons, Capt. Leung King, from Kwang Chow Wan, with a general cargo.—Hung Shun.

December 4th.

Chung Hing, Chinese str., 249 tons, Capt. Pottroff, from Tientsin, with a general cargo.—Chong Lee.

Huangyung, British str., 1,206 tons, Capt. Mathias, from Canton, in ballast.—B. & S.

Hydrangea, British str., 561 tons, Capt. Drummond, from Swatow, with a general cargo.—Chiu On.

Koigyo, French str., 177 tons, Capt. Oudier, from Pakhoi, with a general cargo.—Seng Kee.

Kiungyang, British str., 1,223 tons, Capt. Oudier, from Hongkong, with a cargo of coal.—B. & S.

Kwong Sang, British str., 1,484 tons, Capt. Rishard, from Canton, with a general cargo.—J. M. & Co.

Lok Sang, British str., 979 tons, Capt. Matlock, from Hojhow, with a general cargo.—J. M. & Co.

Rajah of Sarawak, Sarawak str., 892 tons, Capt. Lawrie, from Saigon, with a general cargo.—Carroll Bros.

Shue Cheung, Chinese str., 235 tons, Capt. Leung Sam Kong, from Kwang Chow Wan, with a general cargo.—Wai Yee.

Takutyo Maru, Japanese str., 7,027 tons, Capt. Akiyoshi, from Moji, with a general cargo.—N.Y.K.

Titensdars, Dutch str., 5,000 tons, Capt. Leung Sam Kong, from Swatow, with a cargo of steel plate.—Frank Waterhouse & Co.

December 5th.

Atabana Maru, Japanese str., 9,895 tons, Capt. Yamaguchi, from Manila, with a general cargo.—O.S.K.

Ontario Shing, British str., 1,256 tons, Capt. Van Corven, from Weihaiwei, with a general cargo.—J. M. & Co.

Uho Sang, British str., 1,494 tons, Capt. Walker, from Shanghai, with a general cargo.—J. M. & Co.

Hawana Maru, Japanese str., 3,583 tons, Capt. Imai, from Shanghai, with a general cargo.—O.S.K.

Hakow, British str., 1,970 tons, Capt. Passmore, from Foochow, with a general cargo.—D. L. & Co.

Kwong Lee, Chinese str., 1,483 tons, Capt. Newbery, from Shanghai, with a general cargo.—C.M.S.N. Co.

Pan Yang, British str., 1,103 tons, Capt. Heat, from Hongkong, with a cargo of coal.—Chan Yue King.

Scilla, British str., 4,188 tons, Capt. Jenkins, from London, with a general cargo.—P. & O. S. N. Co.

Talhybrius, British str., 10,924 tons, Capt. Mansfield, from Manila, with a general cargo.—B. & S.

Van Waerwijck, Dutch str., 3,040 tons, Capt. Schlette, from Singapore, with a general cargo.—J.C.F.I.

Yue Wah, Chinese str., 865 tons, Capt. T. Brown, from Swatow, with a general cargo.—Hung Shun.

December 6th.

Banet Maru (3), for Takao.

Chenan, for Shanghai.

Chienan, for San Francisco.

Hatchway, for Foochow and Amoy.

Hong An, for Swatow and Amoy.

Kana Samud, for Bangkok.

Mr. S. Dollar, for New York.

Noto Maru, for Canton.

Suiyong, for Canton.

Uman Maru, for Saigon.

West Isis, for Seattle.

Yuenang, for Manila.

December 7th.

For China, December 4th: Miss Brown, Mr. E. Delemier, Mr. and Mrs. U. Gilbert, Mr. E. Heumann, Mr. J. Haley, Mr. S. Hanchi, Mr. Y. Inoue, Mr. W. M. Justison, Mr. D. E. A. Jay, Mr. H. E. Morton, Mr. G. O. Maxwell, Mr. and Mrs. C. E. Mackenzie, Mr. May, Mr. G. P. Peregrin, Mr. and Mrs. E. A. Prince, Miss H. Prince, Miss V. Prince, Master Prince, Mr. N. Romanoff, Mrs. A. K. Shoup, Mr. T. Sangoku, Mr. O. Saron, Mr. M. M. Tackay, Mrs. S. A. Miller, Mr. M. S. Peabody, Mr. P. G. Erickson, Miss H. N. Page, Miss L. W. Merrill, Mr. R. Uno.

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Telegrams "Furnessco."

SHIPPING MOVEMENTS.

The R.M.S. *Monteagle* left Vancouver for Hongkong, via Japan ports, and Shanghai on November 29th, and is due here on or about December 29th.

The R.M.S. *Empress of Russia* arrived at Nagasaki on December 3rd, left there on December 3rd, and is due at Manila on December 8th.

The R.M.S. *Empress of Japan* from Hongkong on November 9th, arrived at Vancouver on November 30th.

The *Y. Matsuura* from Hongkong on November 29th, arrived at Vancouver on November 29th.

The P. & O. Co.'s s.s. *Sonia* left Shanghai for Hongkong on December 4th, and is due here on December 7th about 6 a.m.

VESSELS EXPECTED.

Empress of Russia due December 11th.

Kamo Maru (European Line), from Japan, due December 9th.

Lima Maru (Hamburg Line), from Japan, due December 12th.

Nikko Maru (Australian Line), due Dec. 17th.

Rangoon Maru (Calcutta Line), due Dec. 8th.

Tanda (Blue Funnel Line), from Japan, due December 7th.

Tokushima Maru (Liverpool Line), due Dec. 13th.

Yokohama Maru (Bombay Line), due December 17th.

Yokohama Maru (European Line), due January 5th.

HONGKONG METEOROLOGICAL REGISTER.

Hongkong Observatory, December 5th.

	Previous Day at 2 p.m.	On Date at 5 a.m.	On Date at 2 a.m.
Barometer	29.81	29.88	29.86
Temperature	69	71	73
Humidity	97	97	93
Wind Direction	East	East	East
Force	od	od	cm
Weather	od	od	cm
Rain	0.02	0.01	0.03

Highest open-air Temperature on 4th ... 71

Lowest open-air Temperature on 5th ... 70

SUNRISE AND SUNSET IN HONGKONG.

Date	Sunrise	Sunset
	a.m.	p.m.
December 5th	6.50	5.38
6th	6.51	5.38
7th	6.52	5.39
8th	6.53	5.39
9th	6.54	5.40
10th	6.55	5.40
11th	6.56	5.41
12th	6.57	5.41
13th	6.58	5.42
14th	6.59	5.43
15th	7.00	5.43
16th	7.01	5.43
17th	7.02	5.44
18th	7.03	5.44
19th	7.04	5.45
20th	7.05	5.45
21st	7.06	5.46
22nd	7.07	5.46
23rd	7.08	5.47
24th	7.09	5.47
25th	7.10	5.48
26th	7.11	5.48
27th	7.12	5.49
28th	7.13	5.49
29th	7.14	5.50
30th	7.15	5.50
31st	7.16	5.51

HONGKONG TIDE TABLE.

From December 6th to 12th, 1920.

	High Water	Low Water
Days of Week	Time	Time
Mon.	6 m 54 s	5 m 3 s
Tues.	7 m 7 s	5 m 1 s
Wed.	8 m 1 s	4 m 59 s
Thurs.	9 m 4 s	4 m 57 s
Fri.	10 m 7 s	4 m 55 s
Satur.	11 m 10 s	4 m 53 s
Sun.	12 m 13 s	4 m 51 s



These tiny Capsules—superior to Copal, Cabs, and Injections—CURE the same diseases as these drugs in FORTY-EIGHT HOURS without inconvenience.

Each Capsule bears the name.

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CHILDREN OF FAR CATNAR.

A SOCIAL AND POLITICAL MOVIE OF ABSORBING INTEREST.

By CHAS. J. HALCOMBE.

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THE VOLUME, which consists of 491 Pages and includes a Sketch Play of historical interest showing the disposition of the Forces at the battle of Ewell, is dedicated to Sir Horace E. G. M. G. and Dr. A. B. B. B.

This description of Chinese Social conditions in China, makes "CHILDREN OF FAR CATNAR" an excellent volume for Customs and Superintendents, combined with the insight it gives into political presentation to friends at home.

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ON SALE

HONGKONG HANSARD REPORTS

of the MEETING of the LEGISLATIVE COUNCILS for the Session 1918.

Revised by the Members

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VESSELS ADVERTISED AS LOADING

DESTINATION	VESSEL'S NAME	FLAG	FOR FREIGHT APPLY TO	TO BE DESPATCHED
NEW YORK or Born via PANAMA	Suruga	Am.	The Admiral Line Pacific S.S. Co.	About 15th inst.
NEW YORK via PANAMA	City of Agre	Brit.	The Bank Line, Ltd.	On 30th inst.
NEW YORK via SUEZ or PANAMA	Gaelic Prince	Brit.	Furness, Withy & Co., Ltd.	On 30th Jan.
NEW YORK or Born via SUEZ CANAL	Bolton Castle	Brit.	Doddwell & Co., Ltd.	End of Jan.
SAN FRANCISCO via SHANGHAI & JAPAN, &c.	Korea Maru	Jap.	Toyo Kisen Kaisha	On 17th inst.
SAN FRANCISCO via SHANGHAI & JAPAN, &c.	Siberia Maru	Jap.	Toyo Kisen Kaisha	On 31st inst.
SAN FRANCISCO via SHANGHAI & JAPAN, &c.	Nanking	Am.	China Mail S.S. Co., Ltd.	On 12th Jan.
SAN FRANCISCO via SHANGHAI & JAPAN, &c.	Nile	Am.	China Mail S.S. Co., Ltd.	On 25th Jan.
SEATTLE, TACOMA, VICTORIA & VANCOUVER	City of Spokane	Am.	The Admiral Line Pacific S.S. Co.	On 3rd inst.
SEATTLE, TACOMA, VICTORIA & VANCOUVER	West Japan	Am.	Frank Waterhouse & Co.	About 8th inst.
SEATTLE & VICTORIA via J. PORT, SHANGHAI, &c.	Fushimi Maru	Jap.	Nippon Yusen Kaisha	On 14th inst., at 11 a.m.
VANCOUVER via SHANGHAI & JAPAN, &c.	Empress of Russia	Brit.	Canadian Pacific O.S. Ltd.	On 18th inst.
VANCOUVER via SHANGHAI & JAPAN, &c.	Monteagle	Brit.	Canadian Pacific O.S. Ltd.	On 31st inst.
VICTORIA, SEATTLE & VANCOUVER	Talhybrius	Brit.	Butterfield & Swire	On 7th inst.
VICTORIA, SEATTLE & VANCOUVER	Alamada Maru	Jap.	Osaka Shosen Kaisha	On 18th inst.
MARSEILLES & LONDON via SPAIN, FRANCE &c.	Somali	Brit.	P. & O. S. N. Co., Ltd.	About 8th inst.
MARSEILLES & LONDON via SPAIN, FRANCE &c.	Chili	Brit.	Messageries Maritimes	About 18th inst.
MARSEILLES & LONDON via SPAIN, FRANCE &c.	Telamachus	Brit.	Butterfield & Swire	On 14th inst.
LAVERPOOL & Marseilles via SINGAPORE, Ceylon &c.	Kamakura Maru	Jap.	Nippon Yusen Kaisha	Midst of Dec.
GENOA, LONDON & ROTTERDAM	Glenlogie	Brit.	Jardine, Matheson & Co., Ltd.	About 10th inst.
GENOA, LONDON & ROTTERDAM	Demodochus	Brit.	Butterfield & Swire	On 23rd inst.
LONDON, ANTWERP & ROTTERDAM	Havanna Maru	Jap.	Osaka Shosen Kaisha	On 7th inst.
LONDON, ANTWERP & ROTTERDAM	Kamo Maru	Jap.	Nippon Yusen Kaisha	On 10th inst., at 11 a.m.
LONDON, ANTWERP & ROTTERDAM	Thesus	Brit.	Butterfield & Swire	On 7th inst.
LONDON, ANTWERP & ROTTERDAM	Rhosus	Brit.	Butterfield & Swire	On 4th Jan.
LONDON, ANTWERP & ROTTERDAM	City of Lincoln	Brit.	The Bank Line, Ltd.	On 18th inst.
LONDON, ANTWERP & ROTTERDAM	Agapenor	Brit.	Butterfield & Swire	On 14th inst.
PORTLAND	Montague	Am.	The Admiral Line Pacific S.S. Co.	About 20th inst.
HAMBURG, LONDON, ANTWERP via SINGAPORE &c.	Lima Maru	Jap.	Nippon Yusen Kaisha	On 17th inst.
SOUTH AMERICAN PORTS via CAFE	Hakodate Maru	Jap.	Nippon Yusen Kaisha	On 14th inst.
AMSTERDAM & HAMBURG	Kunguan	Jap.	Java-China-Japan-Lijn	On 13th inst.
BOMBAY via STRAITS & COLOMBO	Dunera	Brit.	P. & O. S. N. Co., Ltd.	About 18th inst.
BOMBAY & COLOMBO	India Maru	Jap.	Osaka Shosen Kaisha	On 18th inst.
BOMBAY & COLOMBO	Rangoon Maru	Jap.	Nippon Yusen Kaisha	Beginning of Jan.
STRAITS & COLOMBO	Kwansang	Brit.	Jardine, Matheson & Co., Ltd.	On 8th inst., at 3 p.m.
SINGAPORE, PENANG & BELAWAN-DELS	Van Waerwijck	Dut.	Java-China-Japan-Lijn	On 9th inst.
SINGAPORE, PENANG, Ceylon, BOMBAY, VINDIC, &c.	Paria	Brit.	Doddwell & Co., Ltd.	On 15th inst., at D'light.
CALCUTTA & HONGKONG via SINGAPORE & PENANG	China	Am.	China Mail S.S. Co., Ltd.	On 7th Feb.
CALCUTTA via STRAITS & RANGOON	Yeboshi Maru	Jap.	Nippon Yusen Kaisha	On 18th inst.

AMERICAN & ORIENTAL LINE

NEW YORK via Suez

Subject to change without notice

ORIENTAL AFRICAN LINE.
INDIAN AFRICAN LINE.

Cargo carried on through Bills of Lading from HONGKONG to BEIRA DELAGOA BAY, DURBAN (Natal), EAST LONDON, PORT ELIZABETH and CAPE TOWN direct or with transshipment at OALOUTTA and/or COLOMBO.

For particulars apply to—

THE BANK LINE, LTD.
Managing Agent."ELLERMAN" LINE.
ELLERMAN & BUCKNALL S.S. CO., LTD.

JAPAN, CHINA AND STRAITS

UNITED KINGDOM AND CONTINENT.

LONDON & ROTTERDAM ... "CITY OF LINCOLN" ... 15th Dec.

Subject to change without notice.

For particulars of sailings shippers are requested to apply to the undersigned.

to Messrs & Co., CANTON.

THE BANK LINE, LTD.
General Agents.

C. N. C.

CHINA NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATION

For	Steamer	To Sail
HONGKONG and BANGKOK	"HUPH"	On 7th Dec. 10 A.M.
SWATOW and BANGKOK	"CHINHUA"	On 7th Dec. 10 A.M.
AMOI, SHANGHAI & PUHOK	"SUIYANG"	On 7th Dec. Noon.
TUATJAP	"TAIKOOYANT"	On 8th Dec. 4 P.M.
HONGKONG	"HINKIANG"	On 8th Dec. Noon.
HONGKONG, PAKHOI & HAIPHONG	"KAIPOH"	On 10th Dec. 10 A.M.

SHANGHAI LINE—PASSENGERS, MAILS and CARGO. Excellent Saloon accommodation. Electric Light and Fans in Saloon and Staterooms. Regular schedule service between Canton, Hongkong, Shanghai (three weekly) and Tientsin (weekly), taking cargo on through Bills of Lading to all European and Northern China Ports. Passengers are landed in Shanghai, avoiding the inconvenience of transshipment at Woosung.

BANGKOK LINE—Weekly service to and from Bangkok via Swatow.

For Freight or Passage apply to—

BUTTERFIELD & SWIRE.

DOUGLAS STEAMSHIP CO., LTD.

HONGKONG AND SOUTH CHINA COAST PORT SERVICE.

REGULAR SERVICE of Fast, High Class Coast Steamers having good accommodation for First-Class Passenger Electric Light and Fans in staterooms and Saloons and Excellent cuisine.

FOR

SWATOW, AMOI & FOOCHOW
AND RETURN

(Occupying 9 to 10 Days).

"HAIHONG"	—	Capt. W. C. Passmore	TUESDAY, 7th Dec. at 12 Noon.
"HAILOONG"	—	Capt. J. B. Thomson	FRIDAY, 10th Dec. at 12 Noon.
"HAIHING"	—	Capt. A. H. Stewart	TUESDAY, Dec. 14th at 12 Noon.

Arrivals and Departures from the Company's Wharf (near Blake Pier).

For Freight and Passage, apply to—

DOUGLAS LARPAIK & CO.
(General Manager)

NEW YORK DIRECT

Joint Service of the

"BLUE FUNNEL" LINE

OCEAN S.S. CO., LTD., and CHINA MUTUAL S.S. CO., LTD.

AND

AMERICAN & MANCHURIAN LINE
(ELLERMAN & BUCKNALL S.S. CO., LTD.)

Sailings from Hongkong.

"CITY OF AGRA"	—	via Panama	—	30th Dec.
"LAOMEDON"	—	via Suez	—	12th Jan.

Steamers proceed via Suez Canal or Panama Canal at Owners' option.

Subject to change without notice.

For freight and particulars apply to—

BUTTERFIELD & SWIRE or THE BANK LINE, LTD., HONGKONG.
HONGKONG and CANTON.P. & O. - BRITISH INDIA.
APCAR AND EASTERN &
AUSTRALIAN LINES

(COMPANIES Incorporated in ENGLAND).

MAIL AND PASSENGER SERVICES

STRAITS, JAVA, BURMA, Ceylon, INDIA, PERSIAN GULF, WEST INDIES,

MAURITIUS, EAST & SOUTH AFRICA, AUSTRALASIA, INCLUDING

NEW ZEALAND & QUEENSLAND PORTS, RED SEA,

EGYPT, EUROPE ETC.

PENINSULAR & ORIENTAL SAILINGS (South)

S.S.	Tons	From Hongkong (about)	Destination
"SOMALI"	6,712	8th Dec. 10 A.M.	Marcelles, London & Antwerp
"DUNERA"	5,400	17th Dec.	Singapore, Colombo & Bombay.
"DEVANHA"	8,100	17th Dec.	Marcelles, London & Antwerp
"SICILIA"	6,702	31st Dec.	Marcelles, London & Antwerp
"PLASSY"	7,248	31st Dec. 1921	Marcelles, London & Antwerp
"DELTA"	8,000	4th Feb.	do.
"KHIVA"	8,000	18th Feb.	do.

BRITISH INDIA - APCAR SAILINGS (South)

"TANDA" ... 29th Dec. ... Calcutta via Singapore.

EASTERN & AUSTRALIAN SAILINGS (South)

"ST. ALBANS"	4,500	22nd Dec.	Sandakan, Thursday Island.
"EASTERN"	4,000	17th Jan.	Canton, Townsville, Brisbane, Sydney & Melbourne.

SAILINGS TO SHANGHAI & JAPAN

"SICILIA"	7,000	8th Dec. 10 A.M.	Shanghai, Kobe & Yokohama.
"TANDA"	7,000	8th Dec.	Shanghai & Japan.
"BANCA" (Cargo)	6,000	14th Dec.	Shanghai & Japan.

WIRELESS TELEGRAPHY FITTED ON ALL STEAMERS.

Tickets Interchangeable.
1st Saloon Passengers may travel by P. & O. Company's Steamers between Singapore and Calcutta or Singapore and Madras, holding of the section of their P. & O. Tickets Singapore to Calcutta or Madras.

NOTICE TO CONSIGNEES.
Consignees are reminded of the necessity to apply to the Company's Agents regarding arrival of consignments expected of which they have received documents or advice. Any damaged packages must be left in the Godowns for examination by the Consignees, and the Company's Surveyors, Messrs. Gordon & Douglas, at 10 A.M. on MONDAYS and TUESDAYS. All Claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognized. No Claims will be admitted after the goods have left the Godowns.

For Further Information, Passage Fares, Freight, Handbooks, etc., apply to
MACKINNON, MACKENZIE & CO., Agents.
22, Des Voeux Road Central, HONGKONG.

O. S. K.
OSAKA SHOSEN KAISHA.

SAILINGS FROM HONGKONG SUBJECT TO ALTERATION.

LONDON, ANTWERP, ROTTERDAM & HAMBURG—Monthly direct

service via Singapore and Port Said.

"HAYAMA MARU" ... Sunday, 6th Dec.

BUENOS AIRES, RIO DE JANEIRO, SANTOS, MAURITIUS

DURBAN & CAPE TOWN via SINGAPORE.

"TACOMA MARU" ... Tuesday, 9th Dec.

BOMBAY & COLOMBO—Regular fortnightly service via Singapore.

"TUDOR MARU" ... Saturday, 18th Dec.

SAIGON, BANGKOK & SINGAPORE—Regular monthly service.

"UNAN MARU" ... Saturday, 4th Dec.

SYDNEY & MELBOURNE—Monthly service taking cargo to New Zealand and Pacific Islands.

VICTORIA, VANCOUVER, SEATTLE & TACOMA

via Manila and Shanghai—Regular fortnightly service touching at intermediate

ports in Japan and taking cargo to OVERLAND POINTS U.S. in connection with

Chicago Milwaukee and St. Paul Railway.

"ALABAMA MARU" ... Friday, 10th Dec.

NEW YORK—Regular monthly service via Japan Ports, San Francisco, Panama and

Canton Ports.

"AMUR MARU" ... 27th Jan. 1921.

NEW ORLEANS LINE

"BUMATRA MARU" ... Sunday, 19th Dec.

JAPAN PORTS—Shanghai, Moji, Kobe & Yokohama.

"HIMALAYA MARU" ... Tuesday, 7th Dec.

KEELUNG via SWATOW & AMOI—These steamers have excellent accommoda-

tion for 1st and 2nd class saloon passengers and will arrive and depart from the O.S.K.

wharf near the Harbour Office.

TAKAO via SWATOW & AMOI.

"ROSE MARU" ... Thursday, 16th Dec.

For sailing dates and further particulars please apply to—

Y. YASUDA, Manager, No. 1, Queen's Building. [61]

Tel. Nos. 744 & 745.

AUSTRALIAN ORIENTAL LINE.

HONGKONG TO PHILIPPINES AND AUSTRALIAN PORTS.

Steamer Arr. Hongkong from Australia Lr. Hongkong for Australia

"CHANGSHA" ... 7th Dec. ... 18th Dec.

Hague's Bureau to Alteration.

This Steamer is fitted with Refrigerating Machinery, ensuring a plentiful supply

of Ice, Fresh Provisions, etc., and have superior accommodation with Electric Light

throughout and Electric Fans in the First Room—A duty qualified Doctor is carried

Redwood Fares. Cargo booked through to all Australian, New Zealand & Tasmanian Ports.

For Freight and passage apply to— BUTTERFIELD & SWIRE, Agents. [43]

T. K. K.
TOYO KISEN KAISHA

HONGKONG TO SAN FRANCISCO

via SHANGHAI, THE INLAND SEA, JAPAN & HONOLULU.

"THE PATHWAY OF THE SUN."

STEAMER	TONS	LEAVE HONGKONG
KORUM MARU	30,000	... Dec. 17th.
HIBERIA MARU	30,000	... Dec. 31st.
YUNTO MARU	32,000	... Jan. 13th.
SHINYO MARU	32,000	... Feb. 7th.
FURIA MARU	3,000	... Feb. 24th.

* Calling at Dairen instead of Nagasaki.

SOUTH AMERICAN LINE

HONGKONG TO VALPARAISO

via JAPAN, HONOLULU, HILO, SAN FRANCISCO, SAN PEDRO, SALINA

CRUZ, BALBOA, CALLAO, MOLLENDU, ARICA & IQUIQUE.

* THROUGH BY TRANS-AMERICAN ROUTE TO BUENOS AIRES.

STEAMER	TONS	LEAVE HONGKONG
YOKUTO MARU (Cargo only)	—	... Dec. 8th.
KIYO MARU	17,500	... Jan. 15th, 1921.

For full information regarding passengers, freight and sailings, apply to—

Y. TSUTSUMI, Manager,

King's Building. Tel. Nos. 2374 & 2375.

Agents at Canton:

Messrs. T. M. GRIFWITH, LTD.

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MESSAGERIES MARITIMES.

FRENCH MAIL LINES.

SAILINGS FROM HONGKONG SUBJECT TO ALTERATION.

DESTINATION	STEAMER & DISPLACEMENT	SAILING DATE
SHANGHAI, KOBE & YOKOHAMA	"ANDRE LEBON" 22,000	On or about 15th Dec.
	"PAUL LECAT" 20,000	On or about 24th Dec.
SAIGON, SINGAPORE, COLOMBO, DIBOUT, SUEZ, PORT SAID	"CHILLI" 10,000	On or about 18th Dec.
	"AMAZONE" 10,000	On or about 31st D

ALL STEAMERS FITTED WITH WIRELESS TELEGRAPHY.

For full particulars regarding sailings, etc., apply to—

R. RODENFUSER.

Acting Agent,

Queen's Building.

Telephone 740.



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Operating the following U.S. Shipping Board Steamers

For SEATTLE, TACOMA, VICTORIA, & VANCOUVER

(Calling at Shanghai and Kobe).

For PORTLAND direct.

(Calling at Kobe and Yokohama).

"MORTAGUE" ... About Dec. 29th.

Through Bills of Lading issued to Overland Commerce points.

For Freight and Particulars apply to

THE ADMIRAL LINE.

Telephone 2477 & 2478.

7th Floor, HONG KONG.

SERVICE to UNITED STATES

For NEW YORK and/or BOSTON via Panama,

S.S. "SURUGA" ... about 15th Dec.

For HAVANA, CUBA.

S.S. "SURUGA" ... about 15th Dec.

For freight space and particulars apply to—

BARBER STEAMSHIP LINES, INC.
THE ADMIRAL LINE.

Telephone

2477 & 2478

AGENTS

6th Floor

HONG KONG.

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CHINA-AUSTRALIA MAIL S.S. LINE.

For AUSTRALIAN PORTS via MANILA & SANDAKAN.

For Freight and Passage apply to—

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